

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

MINUTES

MEETING OF WEDNESDAY, JANUARY 28, 2004

MEMBERS PRESENT

Ted Silver
Brett Bibeau

Sheila Boyce
Bruce Henderson

MEMBERS ABSENT

Barry Burak
Amado Leon

Brian Hannigan

OTHERS PRESENT

David Henderson, Staff
Ken Jeffries, FDOT

Jeff Cohen, Public Works
Mira Patina, RS&H

The meeting began at 7:20 p.m.

<u>ISSUE</u>	<u>DISCUSSION</u>
APPROVAL OF MINUTES	- SB: <i>Motion to approve Minutes of November 24, 2003; seconded by BB; vote – unanimous.</i>
FDOT PRESENTATION	- KJ: There are several FDOT projects he'd like the BPAC to know about. The 1 st is the Overseas Heratige Trl. This is being funding thru a (Monroe) County program. The Trail runs along US-1 from, Key West to Key Largo. The next project is the US-1 "18-mile stretch". Both of these are part of the East Coast Greenway project. <i>Landscapping and safety improvements will begin this year.</i> Other trails within various Keys are being designed. He hopes the popularity of the trails will sway FDOT to better improve the 18-mile stretch. Approval for safety improvements were difficult because it compromises clear zones, sight distances and shoulder widths. It's taken 20 years to get this approved. JC: The 18-mile cross section seems to provide adequate room for cycling. KJ: This is corridor has always been hazardous. It will not be signed for bicycling. JC: <i>Striping should be included, left of the right-turn bays to assist cyclists.</i> There seems to be enough space. There are places where the shoulders vary from 4-10'. DH: The cyclists traveling the (actual) 20 miles will be familiar with riding with traffic. TS: Inquired if roadway markings will be installed (that may be hazardous to cycists.) KJ: <i>He will check.</i> TS: Cyclists will use travel lanes if installed within the shoulders, to avoid these hazards. JC: Agrees. For instance, <i>if rumble strips are being installed; they should only be included 2' from the travel lane, leaving 4' (on a 6' shoulder) for a cyclist clear-zone.</i> TS: Inquired whether the BPAC specify design, or ask for consideration in design. JC: <i>The group should ask for a minimum of 4' clearance from obsticals.</i> KJ: The report states that US-1 is not intended for bicycle use. The designs are not final. DH: Designs he's seen include 18" rumble-strips. He's concerned with the Southern Glades Trl. connection, and <i>asked KJ to schedule a presentation from the design group.</i> KJ: <i>He will do so.</i> SB: <i>Motion to request restricting rumble-strips and other cycling obstacles in the shoulders to be installed no more than 18" from the adjacent motor vehicle travel lane along the US-1 18-mile stretch project; seconded by BH; vote – unanimous.</i> JC: It's important to note that the BPAC is referring to this partcular cross-section. KJ: It difficult for him to get his Directors to agree to fund more bicycle-accomodating projects. Historically, the FDOT has spent less than 1% of project budgets for cyclists. He is hoping to get at least one bicycle project per year programmed. JC: District IV has included bicycle accomodations within every project. One of the

	<p>easiest ways to do this is to include shoulders in rural cross-sections.</p> <p>KJ: Other (enhancement) funded projects include: lighting along the Miami Springs Curtis Pkwy. and N. Royal Poinciana bike paths. There is also an East Allapattah Greenway in Miami, and a Northern Gateway Greenway in Miami Beach. <i>He will be meeting with the PD&E Manager to include bike lanes, paths, shoulders and wide curb-lanes into more projects.</i> One project, slated for repaving, was requested by a citizen for a bike path. Another project is SR 9336, from Everglades National Pk. To SW 192 Av.</p> <p>JC: This corridor is planned as part of the Everglades Trail. Shoulders are anticipated.</p> <p>KJ: He considers this corridor to be a good candidate for a separate path.</p> <p>TS: Disagrees. The types of cyclists using this route typically ride on the road & won't use a path, especially since they're traveling at 15-20 mph. The path would be used infrequently; and cyclists staying on the road would be subject to motor vehicle drivers screaming at them to use the path. Shoulders would be more suitable along this corridor.</p> <p>DH: The scope of the project is to build shoulders. It seems KJ wants to change that.</p> <p>KJ: In attempting to build more dedicated bicycle facilities, he considers this corridor to be more suited towards a path. The problem is liability; this is a less-hazardous corridor.</p> <p>TS: A path may be a nice example of the FDOT providing for cyclists and pedestrians, but it wouldn't be a good example of accomodating cyclists in the area. This corridor has few destinations/connections for local travel. However, shoulders would be considered the defacto route to Everglades National Park for eco-tourists. If the path proposal is in addition to shoulders, then that is not a concern.</p> <p>KJ: That is what he is proposing.</p> <p>JC: The Boy Scouts would hike the path, instead of driving to their campground.</p> <p>KJ: Inquired if the group was in favor of a path or shoulders along Krome Av.</p> <p>JC: Prefers paved shoulders. <i>The project scope should include Palm Av., so a gap isn't created with the recent roadway improvements.</i></p> <p>DH: There is a project programmed to include bike lanes where this gap would be.</p> <p>TS: Inquired why this corridor is being improved, it was recently repaved.</p> <p>KJ: There were problems with the base, the resurfacing was a temporary fix.</p> <p>JC: <i>The Everglades Trl. should be reoriented to align with this improvement, rather than continuing west for another mile before turning south.</i></p> <p>DH: The MPO would have to do that change. This project is an FDOT issue.</p> <p>BH: <i>Motion requesting the FDOT to include an off-road path in addition to the paved shoulders along SR 9336; (discussion continues).</i></p> <p>DH: The group could specify shoulders are preferred, and a path is a secondary request.</p> <p>JC: The group can request the project to be extended to meet with the bike lane project along SW 182 Av. along Palm Av.</p> <p>DH: That would be a different project.</p> <p>BH: <i>Wants to ammend the motion to include: and where feasible, to extend improvements along Palm Av. to SW 182 St.; seconded by SB; vote – unanimous.</i></p>
FDOT BIKE CRASH PROJECT	<p>- KJ: The FDOT is reviewing pedestrian crashes along the State road system from 1997 to 2001. Recommendations are being considered to allieveate problems. Pedestrian accident locations from last year's analysis is being overlayed as well. Staff are also reviewing 15-20 tentative projects within the high-crash areas. These projects will be persued with bicycle/pedestrian safety as a priority. District VI has a very high crash rate, compared with the other districts. <i>The old thinking has to change to address this issue.</i></p> <p>TS: Inquired if those accidents which are simple to analyse are sorted from the more</p>

	<p>complicated. For example, traffic lights and obstacles diverting cyclists into the road. KJ: Alton Rd. is the top crash corridor. He'd like the City to approve traffic calming. JC: This corridor is planned for light-rail. DH: The City also wants to expand this corridor for motor vehicles around 17 St. BH: Most of these crashes involve people trying to cross Alton Rd. BB: There are a several projects within the crash zones that are not listed in the analysis or mislabeled as a less-significant area. BH: Another problem is: the legend colors don't match with the map colors. <i>Requested the consultant to re-review the data, correct it, add new TIP projects and return again.</i> KJ: <i>Plans to do so.</i> JC: Noted that Sunset Dr. is a bikeway. It needs to be preserved as such. DH: Preferred to deliniate between bike and pedestrian crashes. There are separate countermeasures for these two modes. KJ: This map is from of the Traffic Operations. Tying them together brings more emphasis to the critical points. These maps are preliminary runs. <i>The consultant will be looking into more details to recommend the appropriate counter-measures.</i> DH: The MPO has a similar project for all roadways. KJ: He needs support to fight for right-of-way purchases to make these roads safer. MP: The BPAC did a good job in supporting the Ludlam Trl. Congress has recently approved moving the project forward to the next phase. BB: <i>Wants the BPAC to help prioritize the projects when it comes to that step.</i> Safety is the BPAC main priority.</p>
RICKEN-BACKER UPDATE	<p>- JC: <i>The Construction Proj. Mgr. says the project is going to bid in a month.</i> The project mostly consists of improving right-turn bays to allow cyclists a straight route. Also, without railings along the northern portions of the bridges, the County cannot declare the paved shoulders as bike lanes. <i>They will, however, be marking the pavement in a way to better accommodate cyclists using them.</i> Bear Cut Bridge joints have been smoothed-out. TS: Many people are looking forward to this project being completed. SB: Perhaps rumble strips would help stop automobiles from swaying into the shoulder. JC: They won't be installed, because cyclists need the space.</p>
CTAC TELEVISED MEETING	<p>- DH: This will be the 5th annual meeting on television. TS: Plans to attend. DH: This will be the same day as the tentative BPAC meeting. BB: <i>Motion to change the meeting location for that month to County Hall; seconded by SB; vote – unanimous.</i> DH: The format is all members in attendance would be sitting with the TARC & CTAC at the dias, while various departmental representatives give presentations. Although much of it would not be BPAC material, the public relations aspect is tremendous. In addition, every department representative will be present. BH: <i>Plans to attend.</i> SB: Cannot attend. TS: <i>Requested DH to contact the other members, whether they can attend.</i> DH: <i>Will do so.</i></p>
CITY OF MIAMI BAYWALK MEETING	<p>- DH: He attended the meeting briefly. The Project Coordintor hopes the BPAC can help support this project. DH informed him that Mayor Diaz has not made a BPAC appointment. <i>There will be more meetings on this issue.</i></p>

GENERAL OBLIGATION BOND PROPOSAL	- DH: It would be very beneficial for BPAC members to attend these public meetings and stress the importance of non-motorized transportation projects. The Parks Dept. is addressing when/if the entire county is incorporated. They would be losing responsibility of many parks; and want to focus on regional greenways, such as: Ludlam, Snake Creek, & Biscayne Trls, ect. They are hoping greenways are deemed priorities with these bonds. If there had been a stronger bike lobby during the ½ cent bond referendum, some projects may have been slated for development using this revenue. <i>He asked members to encourage other cyclists to attend these meetings.</i>
BIKE&RIDE UPDATE	- DH: The number of permits issued in 2003 was the highest ever; almost double to those issued in 2002. This shows transit that it is a popular service. <i>The MDT Director is ready to get bike parking improvements going.</i> This has been an issue with many cyclists. BH: He used Bike&Ride from South Miami to South Beach recently; it was pleasant.
MPO CERTIFICATION	- DH: Every 3 years, the MPO reviews its procedures with the FHWA. <i>This will last for 2 days.</i>
YEAR 2004 MEETINGS	- DH: These dates are confirmed with South Miami. He reminded the group that they just changed the March 24 th meeting, which will be the televised meeting at County Hall.
1/4 PROGRESS REPORT	- TS: Commended B/P staff for a thorough report.
MISCEL- LANEOUS	- <ul style="list-style-type: none"> JC: There have been improvements along SR 9336 for Everglades Trl. users crossing the roadway to/from Southern Glades Trl. TS: An acquaintance had attended a public meeting for a new shopping center being proposed. The 1st thing they did was waive the bike rack requirements. This is discouraging. He's not sure if it was approved by the Building Dept. BH: Would think they would rather have 1 place for bikes, rather than cyclists locking-up to poles or other objects. DH: <i>There will be a League of American Bicyclists (LAB) Bike Summit in Washington, D.C. on March 3-5th.</i> BH: Miami Beach was awarded "Bike-Friendly Community" status by the LAB. They are only 1 of 14 cities in USA being commended.

- The meeting was adjourned at 8:30 p.m.*